

DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Sceptre, Bay of Islands, N. F., 1400 bbls. salt herring.
Sch. Slade Gorton, Cape Shore, 80,000 lbs. fresh fish.
Sch. Marshall L. Adams, shore.
Sch. Rose Standish, shore.
Sch. Etta Mildred, shore.
Sch. Dictator, Le Have Bank, 48,000 lbs. fresh fish.

Today's Fish Market.

These prices are based on the last known sales.

Eastern "hallbut" codfish, \$5.25 per cwt. for large and \$4.12 1-2 for small.

Bank halibut, 10 cts. per lb. for white and 8 cts. for gray.

Splitting prices of fresh fish; Large Eastern cod, \$2.87 1-2; medium do., \$1.75; large Western, cod \$2.87 1-2; medium do., \$1.75; haddock, \$1.00; cusk, \$1.75; hake, \$1.40; pollock, 95 cts.

Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

Salt Trawl Georges codfish, \$5.00 for large \$3.50 for medium.

Salt hake, \$2.00.

Salt haddock, \$2.00.

Salt cusk, \$2.25.

Salt pollock, \$1.75.

Newfoundland salt herring, \$4.25 per bbl.

Boston.

Sch. Raymah, 35,000 haddock, 5000 cod.

Sch. Rob Roy, 20,000 haddock, 20,000 cod.

Sch. Sabine, 1000 cod.

Sch. Kernwood, 7000 haddock, 2000 cod.

Sch. Illinois, 34,000 haddock, 1000 cod.

Sch. Susan and Mary, 35,000 haddock, 9000 cod, 1000 halibut.

Sch. Fannie Belle Atwood, 35,000 haddock 15,000 cod, 5000 cusk.

Haddock, \$1.60 to \$3.25 per cwt.; large cod, \$3 to \$3.50; markets, \$1.62 1-2; cusk, \$1.50.

GOING TO CANADA.

Secretary Root and Family To Be Guests of Earl Grey.

Visit a Social One But Treaty Matters May Be Talked.

A Washington despatch of Saturday says that Secretary Root will leave Washington on Thursday for Ottawa, Ont., where he will be the guest of Earl Grey, governor general of Canada. Mr. Root will be accompanied by Mrs. Root, and will arrive in Ottawa on Saturday, and remain over Sunday.

Secretary Root said that his visit is purely social, and has nothing whatever to do with the international treaty now pending between Great Britain and the United States.

A London despatch regarding the proposed visit says:

"The news that Secretary Root is about to visit the governor general of Canada, Earl Grey, at Ottawa, elicits the most favorable comment on the part of the officials and in the British press.

"The opinion expressed is that the visit foreshadows better relations between the United States and Canada, which were considerably improved by the governor general's tour of the United States last year.

"Great Britain is very anxious for a final settlement of all outstanding questions with the United States, most of which permit of an early agreement, but the sealing and Newfoundland fisheries question stand in the way.

"While it is stated that Mr. Root's visit is purely social, the impression here is that it will afford an opportunity to go over, pending controversies between Canada and the United States, and perhaps smooth the way for a general agreement.

A Canadian Associated Press cable from London at noon gives this tip to Earl Grey:

"The Evening Globe, referring to the coming visit of Hon. Elihu Root to Earl Grey, says that if Lord Grey can convince Mr. Root that the time has come when the British government will not bow graceful assent to American demands as a token of brotherly love, things are likely to get settled with more regards for justice and fewer falsetto congratulations than before.

POTOMAC IS BOUND HOME

Found Herring Season Practically Over

BAD WEATHER ALL LAST WEEK

Some of Fleet Bound Home with Only Partial Cargoes

Sch. Corsair, Capt. John Morash, arrived from Bay of Islands, N. F., yesterday, with 1572 barrels of salt herring and 60 barrels of frozen herring.

The British sch. Muriel M. Young of Lunenburg, N. S., arrived at Boston yesterday from Bay of Islands with 370 barrels of frozen herring and 100 barrels of pickled ther- ring. She will take out her cargo there.

Recent advices from Bay of Islands state that the weather there all last week was bad and that consequently very little fishing was done. Herring were also scarce and few were taken, so that some vessels which expected to finish up and sail did not do so. Most of the fishermen have gone home and but few are left to do any fishing. It is expected that this week will wind up the season and it is known that some vessels have already left with partial loads. As the situation looks at present to an unbiased observer, it would seem that the frozen herring supply would be short.

Washington was advised Friday that the United States Government tug Potomac, which went back to Bay of Islands from North Sydney, C. B., arrived at Birchy Cove and then visited the fleet in the Arms. She found the vessels all out of the ice and the herring season practically closed and on Friday sailed for the League Island navy yard, via North Sydney, C. B.

Without the presence of the Potomac, many vessels will not stay as late probably as they anticipated. Some of the fleet have sailed with cargoes of partly frozen and partly salt herring, while some now there have no herring at all. Others, of course, have some herring, and it is safe to say that several crafts will come along with partial fares.

HELPED FLOAT SALADIN.

Potomac Was Again of Great Assistance to Herring Craft.

Craft Was Able To Start on Voyage Home Yesterday.

The United States government tug Potomac has again been of assistance to the herring fleet. After turning back from North Sydney, C. B., for Bay of Islands, N. F., she arrived at the Arms to find the fine auxiliary sch. Saladin ashore and was able to render much assistance in floating her, after which she towed her down to a safe anchorage off Wood Island, from whence the vessel sailed for home yesterday with her salt herring fare.

ON MAIDEN TRIP.

Sch. Pontiac First Fitted with Submarine Signal Apparatus.

A large number of people from Boston, friends of Capt. Enos Nickerson and the owners and crew of the new knockabout fisherman Pontiac, which has been built and sparred, rigged and fitted for sea at this port, came here yesterday on the early train to enjoy the maiden trip of the new craft to her home port.

The craft cast off from Lantz's wharf with her colors gaily flying, and with Capt. Nickerson at the wheel, headed out of the harbor and squared away for Boston.

A fine dinner was enjoyed on the passage up and the wharf was reached in due season. All were pleased with the showing of the craft which promises to be a fast sailer.

Sch. Pontiac is the first craft to be fitted permanently with a submarine signalling apparatus, which it is believed will reduce to a minimum the danger of losing men by going astray from the vessel in their dories.

Salem's Fisheries.

Chief Pidgin of the Massachusetts bureau of statistics of labor sends out the following bulletin of the fishing industries of Salem. It shows that there is interest in fisheries in this city some \$8676. The products amounted in 1905 to \$12,851, of which \$7532 was represented by food fish. It is rather interesting to know that 38,850 pounds of swordfish were taken, with 70,750 pounds of flounders, 1350 pounds of smelts, and of other fish from 2000 to 30,000 pounds. Thirty-eight persons are engaged in the industry, 22 of whom are partners.

ANOTHER FINE CRAFT GONE.

Sch. Richard Wainwright Ashore at Bay St. George.

ONE OF HER CREW DROWNED.

Sch. Saladin Ashore at Birchy Cove and Floated Leaking.

Sch. Richard Wainwright, Capt. Robert Wharton, of this port, went ashore at Flat Bay, Bay of St. George, N. F., Thursday night and will probably be a total loss. At the time of the disaster the craft was bound home from Bay of Islands, N. F., with a large cargo of frozen herring.

A telegram, announcing the loss of the vessel was received yesterday noon by the Gloucester Mutual Fishing Insurance Company, in which the craft is insured. Capt. Wharton stated that the vessel would probably be a total loss and that there was a heavy sea running and the weather threatening. He also stated that one of the crew was drowned but did not give his name.

The locality is a dangerous one and it is thought that the Wainwright was lost during the blizzard which raged Thursday and Thursday night.

The lost vessel was a splendid craft, one of the best of the fleet, being 133.54 tons gross, 98.64 tons net, built at this port in 1900 and owned by Orlando Merchant.

Good Trips.

Sch. Ella M. Goodwin, Capt. James Goodwin and sch. Effie M. Prior, Capt. Elroy Prior, are in again this morning, after short trips, with good fares, 70,000 pounds each of fresh fish.

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DAILY TIMES FISH BUREAU.

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Sch. Corsair, Bay of Islands, N. F., 1572
bbls. salt herring, 60 bbls. frozen herring.
Sch. Effie M. Prior, LeHave Bank, 70,000
lbs. fresh fish.
Sch. Ella M. Goodwin, LeHave Bank,
70,000 lbs. fresh fish.
Sch. Cecil H. Low, Georges, 7000 lbs. salt
cod.
Sch. Rob Roy, via Boston.
Sch. Belbina P. Domingoes, shore.
Sch. Mertis H. Perry, shore.

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sales.

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for large and \$4.12 1-2 for small.

Bank halibut, 10 cts. per lb. for white and
8 cts. for gray.

Splitting prices of fresh fish; Large Eastern
cod, \$2.87 1-2; medium do., \$1.75; large Wes-
tern, cod \$2.87 1-2; medium do., \$1.75; had-
dock, \$1.00; cusk, \$1.75; hake, \$1.40; pol-
lock, 95 cts.

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for large, \$4.25 for medium.

Salt Trawl Georges codfish, \$5.00 for large
\$3.50 for medium.

Salt hake, \$2.00.

Salt haddock, \$2.00.

Salt cusk, \$2.25.

Salt pollock, \$1.75.

Newfoundland salt herring, \$4.25 per bbl.

Boston.

Sch. Emerald, 7500 haddock, 600 cod, 3000
hake.

Sch. Rebecca, 6000 haddock, 3000 cod.

Sch. Joseph H. Cromwell, 5500 haddock,
700 cod, 1700 hake.

Sch. Mabel Bryson, 2400 cod.

Sch. Pontiac, here to ft.

Sch. Actor, 1000 haddock, 5000 cod.

Sch. Margaret Dillon, 6000 haddock, 600
cod, 1500 hake.

Sch. Alice M. Guthrie, 35,000 haddock,
3000 cod.

Sch. Emily Cooney, 11,000 haddock, 2000
cod, 2000 hake.

Sch. Richard J. Nunan, 11,000 haddock,
2500 cod, 11,000 hake, 2000 cusk.

Sch. Winnifred, 30,000 haddock, 20,000 cod,
8000 cusk.

Sch. Lizzie M. Stanley, 40,000 haddock,
7000 cod, 14,000 hake.

Sch. Shepherd King, 10,000 haddock, 3000
cod, 4000 hake.

Sch. Robert and Arthur, 33,000 haddock,
8000 cod.

Sch. Emily Sears, 2000 haddock, 1000 cod,
1500 hake.

Sch. Benj. F. Phillips, 30,000 haddock,
14,000 cod, 10,000 cusk.

Sch. Muriel, 32,000 haddock, 13,000 cod,
2000 hake, 7000 cusk.

Br. sch. Muriel M. Young, frozen herring.

Sch. Olga, 40,000 haddock, 7000 cod, 5000
hake.

Sch. Sadie M. Nunan, 11,000 haddock, 2000
cod, 500 hake.

Sch. Rose Standish, 5000 haddock, 2000
cod.

Haddock, \$1.25 to \$3.50 per cwt.; large
cod, \$3.50 to \$4; market cod, \$1.50 to \$2.50;
hake, \$2 to \$4; cusk, \$1.50.

January 15

FACE TO FACE WITH DEATH.

Capt. Ross Drifted to Sea in Disabled Launch

DEAD MAN IN BOAT WITH HIM.

Potomac Racing Back To Aid Fleet Saw and Saved Him

Much good has been accomplished by the
United States government tug Potomac,
which has been with the herring fleet at
Bay of Islands this fall and winter, but the
deed for which she will probably be long re-
membered is her fortunate rescue of one of
Gloucester's leading master mariners, who
but for her timely presence would now be
numbered among the missing.

The Potomac had been to North Sydney,
C. B., to coal, when a hurry-up message
that the fleet was frozen in in the Goose and
Penguin Arms, in eight inches of ice and
that the situation was desperate, sent her
hurrying back to the bay at top speed.

At this time the weather was rough and
intensely cold, and it will be remembered
that there was much anxiety here lest the
vessels should be caught and obliged to re-
main all winter and there were many anx-
ious hours waiting to hear of the Potomac's
arrival to try and cut out the fleet.

On the Friday when the Potomac was ex-
pected, Capt. Norman A. Ross, in a gasoline
launch, started for Lark Harbor, from Mid-
dle Arm, bearing in the boat the body of one
of the native fishermen who had died, it be-
ing his intention to deliver the remains to
the physician of relatives or friends of the
dead man.

As the boat progressed across the bay, it
began to get very rough and the thermome-
ter dropped below zero. The boat was mak-
ing good work of it, but suddenly her en-
gine stopped and an examination showed
that it had broken down.

This put Capt. Ross in a most dangerous
situation. The wind was blowing heavily
straight to out to sea, and with the pair of
oars, Capt. Ross, extra strong man though he
is, was unable to check her steady drift
toward the waters of the gulf. He suffered
greatly from cold and the desperateness of
the situation can better be imagined than
described.

Helplessly he drifted till the mouth of the
bay was reached, and the only prospect be-
fore him was death in the broad waters of
the gulf. In addition to the cold he was
well nigh exhausted with his labors at
the oars and his attempts to fix the engine
and had almost given up the battle, when
his sharp eyes sighted a high cloud of smoke
coming up from along the shore.

It could only mean one thing, the return
of the Potomac, and on the chance of her
sighting him, lay his only hope of life and
rescue. Nearer and nearer she came, plough-
ing at great speed, and as she hove into
sight in good shape, Capt. Ross made fast
his oil jacket to an oar, and holding it far
aloft, waved it with all the vigor and power
of a man grasping at his last chance of life.

At first he thought she had not seen him,
but soon he made out signals and the prow
of the tug was turned his way, and he knew
that sharp eyes had made out his distress
signal and that he would be saved. Soon
the tug was alongside and tired, worn out,
half frozen, but happy, Capt. Ross went
over the side and was soon in warm quarters
and being cared for. The body of the dead
man was also taken on board and the broken
down launch taken in tow.

Night came on fast, but the body was
landed, and then the Potomac made for the
Middle Arm to aid the fleet.

Capt. Ross soon came around all right
after a little rest and attention, but one side
of his face was badly frozen and bothered
him for many days after. He did not mind
this, however, feeling that he was lucky
to be alive. It was a most fortunate rescue
from a most desperate situation, and Capt.
Ross will not forget it for many a day.

January 15 9

FORTUNE'S SMILES

Bestowed Liberally on Some of Our Fishing Craft.

Fine Stocks and Shares of Some Market and Shore Boats.

Although the year of 1906 has not been no-
ticeable for any large number of big stocks,
owing to the falling off of the catch in many
branches, still there are some crafts that have
done noticeably well. For many years the
work of some of the boats in the "market"
fishery has been very large, and the past
year also furnished several examples of what
hustling and strict attention to business will
do.

Sch. Mary E. Cooney, commanded by the
ever reliable Capt. Frank Cooney, who is
also the owner of the craft, and who is with-
out doubt one of the smartest men this branch
of the fishery ever produced, rolled up a big
stock, as usual, the proceeds of his trips for
the year 1906 amounting to \$32,339.80. Of
this fine stock the crew of the Cooney have
profited each to the extent of \$1138.07, which
is certainly big pay for a year's work.

Sch. Walter P. Goulart, Capt. Antone
Goulart, is another of the high liners, with a
splendid stock of \$30,875.33, on which the
crew made the fine share of \$1109.43, not far
behind the share of the men of the Cooney.

Sch. Maud F. Silva, Capt. John Silva,
also made a big year's work, stocking \$29,-
867.35, on which the crew shared \$879.65.

All three of these stocks and shares of
course are above the average. All three are
well known craft, commanded by well known
sippers, the men of their crews being all
Portuguese, well known citizens, who work
hard for their money and earn every cent of
it.

The little gasoline auxiliary sch. boat Mary
Emerson, one of the shore fleet making daily
trips, also made a fine year's work, her stock
for 1906 being \$5630, the crew of five men
making the fine share of \$870, certainly a
fine showing. The Emerson is owned and
commanded by Capt. Charles Nelson, a
young and hustling skipper, and one of the
smartest in the business. The Emerson has
engaged in mackerel netting, pollocking and
shore fishing off here, making daily trips
when the weather served.

January 15

MORE VESSELS SOLD.

Several More Crafts Were Dis- posed of Here Last Week.

Four Go to New York, One to Far Away Labrador.

Quite a number of vessels have been sold
from this port recently and last week five
were disposed of. Beside sch. Kentucky,
whose sale was previously reported in the
Times, the following sales were made:

Sch. Latona, 109.34 tons gross, 71.85 tons
net, built at Essex in 1894, owned by H. &
J. S. Steele, has been sold to Capt. H. Lang-
worthy of New York, who will command
her in the bluefish and weakfish business.

Sch. Priscilla, 77.51 tons gross, 73.64 tons
net, built in this city in 1891, owned by the
Gorton-Pew Fisheries Company, has been
sold to New York parties.

Sch. Nourmahal, 115.40 tons gross, 86.08
tons net, built at Essex in 1894, owned by
Cunningham & Thompson, has been sold to
New York parties, who will use her for blue-
fishing and weakfishing.

Sch. Lorna Doone, 72.93 tons gross, 48.63
tons net, built at Essex in 1887, owned by
Cunningham & Thompson, has been sold to
Labrador parties, who will use her for fishing
and trading on that far away coast.